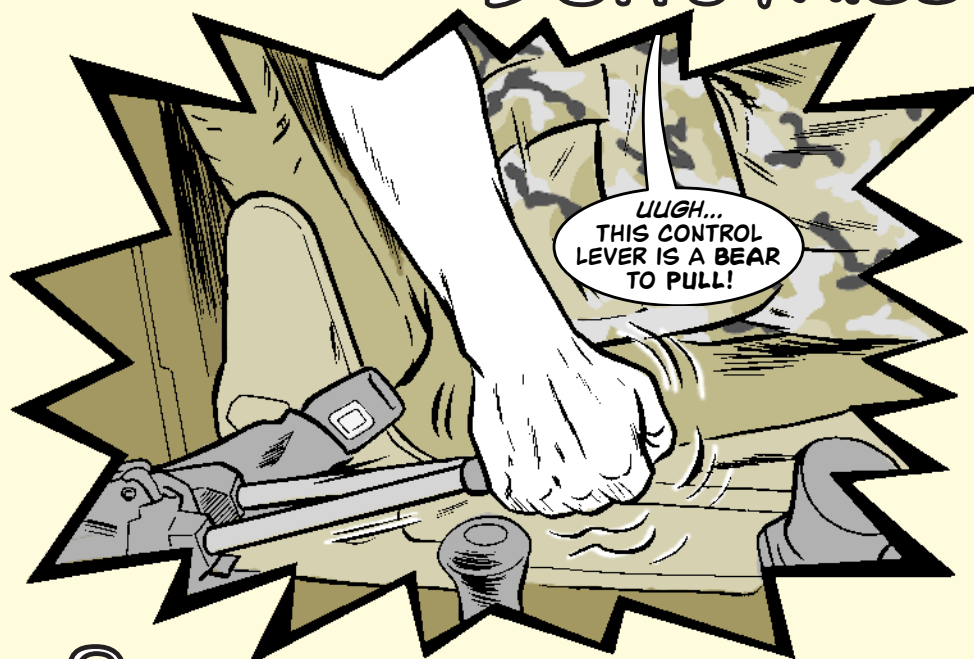


Don't Miss

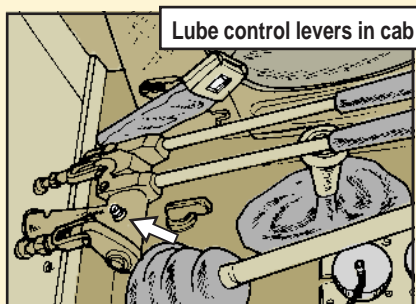


Operators, a few grease fittings on the SEE are often overlooked at lubing time. Some of them are right under your nose, but others are hard to find without the help of LO 5-2420-224-12 or the lube plate on the backhoe.

Bucket and Boom

Control levers for the vehicle's boom and bucket get a constant workout during construction operations. When a lever becomes hard to pull or push, it needs lube.

The grease fitting for both of these levers is next to your right hand when you're sitting in the driver's seat. It gets overlooked simply because it's inside the cab.

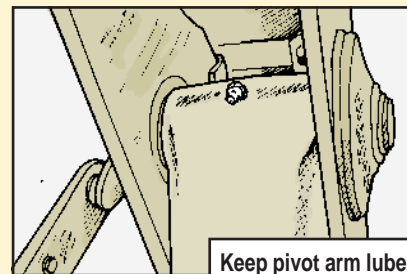


Lube control levers in cab

Backhoe Pivot Arm

One of the grease fittings on the backhoe that's missed is the one that lubes the backhoe's dipper pivot arm. That's because the fitting is out of sight under the bend (pivot) in the arm.

Grease Fittings



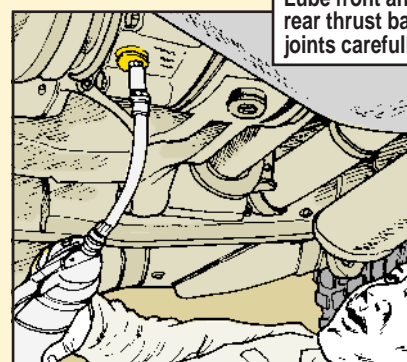
Keep pivot arm lubed

Without lube, the pivot arm's bearing can seize, causing the backhoe to bind. That means you can't excavate.

Go Easy on the Lube

Make sure you read and heed the CAUTION in Note 18 of the LO when it's time to lube the grease fittings for the front and rear thrust ball joints.

Give each fitting only four or five pumps of lube from a hand-held grease gun.



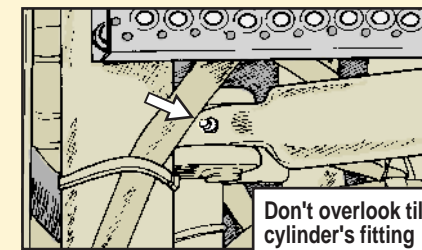
Lube front and rear thrust ball joints carefully

Pumping in too much lube will split open the ball joint's rubber torsion boot. A split boot means lube leaks out and water gets in. Water can rust the ball joints.

Lowdown on Tilt Cylinder

Another fitting that's often forgotten is the one for the backhoe's tilt cylinder.

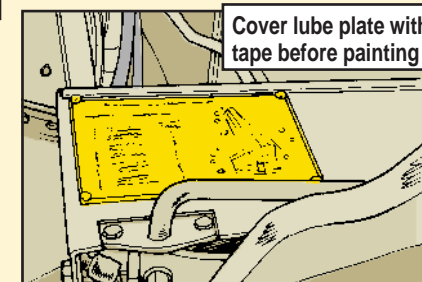
It's "in the dark" when the backhoe is in the transport position. With the backhoe up, the fitting is easy to find.



Don't overlook tilt cylinder's fitting

Plate Cover-up

Some paint shops have an annoying habit of spraying over the backhoe's lubrication plate. The plate is a quick reference for all the backhoe's lube points.



Cover lube plate with tape before painting

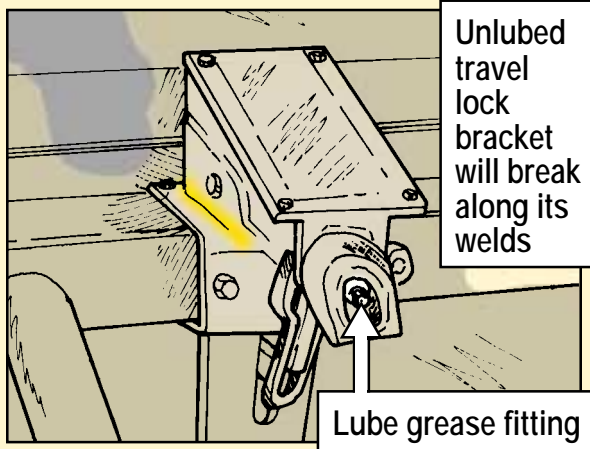
Use some duct or masking tape to cover the plate before the vehicle goes off to the paint booth.

If your SEE's lube plate gets painted, get a new one with NSN 9905-01-341-8183.

Backhoe Travel Lock

The SEE's backhoe travel lock needs lube but often doesn't get it because it's out of sight. You have to climb on top of the vehicle and reach over behind the cab to get to it.

But without lube, the backhoe won't snap firmly into the travel lock even if you follow the procedures in the -10 TM. Then the backhoe bangs up and down during transport and the lock breaks along its welds.



So keep the backhoe lock lubed. During scheduled services, give the fitting four to five pumps of grease.

If the lock's welds are already broken, have your mechanic replace the lock with the newer wrap-around lock, NSN 3815-01-285-2300. This gets you the travel lock with mounting hardware, bail and bail pad, latch and installation instructions.

